THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. VII. | RIO DE JANEIRO, JUNE 24TH, 1880 | NUMBER 18

THE PEDREGULHO RESERVOIRS.

The special commission composed of the engineers Messrs W. Milnor Roberts, J. J. Revy, A. Victor de Borja Castro, and André Rebouças, appointed by the minister of agriculture to examine the Pedregulho reservoirs, presented its report on the 9th instant. Not having been able to agree as to the causes of the late accident to the lower reservoir the members of the commission presented their individual hypotheses of that matter separately, but agreed as to the measures which should be taken to remedy it. They agreed that the two reservoirs should be rendered perfectly impermeable and that the ground upon which they stand should be thoroughly drained, both superficially and deeply, in order to prevent all infiltrations. This being done according to the most approved scientific methods and some works being executed to strengthen the walls, the commission is of opinion that the reservoirs will then fulfill the end for which they were constructed. They all unite in the opinion that the water should not be let into them until they are finally and satisfactorily finished. After receiving this report the minister of agriculture called a consultation of engineers, including the members of the commission, for the purpose of learning their opinions on the causes of the accident, the means of repairing it and of avoiding others, and drainage. Besides the members of the commission above named, there were present Messrs. Bento José de Sobragy, Jeronymo R. de Moraes Jardim, Honorio Bicalho, Luiz Francisco Monteiro de Barros, Domingos José Rodrigues and Raymundo Teixeira Belfort Roxo.

Dr. Sobragy said that he did not consider the accident to be of a grave nature. The fact that the works were incomplete and that the completed parts were still new and unequally matured at the time of the inauguration, the admission of water may, perhaps, have contributed to the result. The ground is of very slight compressibility and permeability. The first cracks in the bottom were probably produced by shrinkage as is very often the case in such works, the infiltration of water at the time of the test causing them to ramify. The necessary repairs should be made and the work continued. When the water is admitted it should be done gradually, say a metre at a time with an interval between each addition.

Dr. Borja Castro attributed the accident to a dificient width of base in the walls, which brings the resultant of the downward thrust of the walls and the horizontal thrust of the water too near the outer angle of the base. As a consequence the ground at the place of the crack at the northwest corner suffered a greater compression than was compatible with it. To prevent similar accidents in future the walls in the weaker parts should be given a greater base by means of buttresses with a wide base or support of screw piles. It would have been better to have given the walls a greater slope on the inner side, to have made the covering in the form of truss arches instead of cylindrical, and to have laid the concrete of the bottom only after the roof was complete and the pillars ceased to settle under the weight of the arches. Infiltrations from the ground above should be guarded against and the thickness of the concrete lining increased. The second reservoir should only be completed after a full experience with the first has taught what is best to do.

Dr. Bicalho (formerly constructing engineer) said that the thickness of the walls and the breadth of the foundations would be insufficient in the case of a free reservoir, but as these were to be embanked he considered them sufficient. In the course of construction several satisfactory tests of the compressibility and permeability of the ground were made. The ground not being perfectly homeogeneous different degrees of settlements were to be feared when loaded with the weight of the masonry. This difficulty could not be calculated through its irregularity and its subjection to no law. This unequal settling was the cause of the crack, and this cause will be removed when the settling has attained its maximum. To this may be added the fact that the masonry at the northwest angle was new and abruptly connected with the part of the wall which had stood over a year, and that the pressure on the base is greatest at this same angle. To repair the damage he recommended provisional repairs and tests, after which the permanent repairs should be made, and the roof and other works should then be completed. If cracks continue to appear at the northwest angle it will be proof of insufficient base in that part, and the wall will require strengthening.

Dr. Rodrigues attributed the crack to infiltrations from the interior to the exterior of the reservoir. The ground is not perfectly homeogeneous and compressible, but he would not hesitate to place a reservoir on it. The accident was due to the laying of the concrete bottom before the covering was made in order that the inauguration might the sooner take place.

Col. Roberts attributed the crack to the slight but unequal settling of the main walls, pillars and concrete bottom, probably aggravated by the fact that the works were submitted to the pressure of water before being in conditions of perfect solidity. The hill is well adapted for the purpose of a reservoir and if the mason's work has been done as it should be done the reservoir can be rendered impermeable at a slight expense and can be made perfectly safe. In his detailed report—which we shall give in full in our next issue—Col. Roberts attributed the unequal settling of the wall principally to the fact that there was an abrupt difference of one and one-half metres in the foundation at the northwest angle and the wall was built up by a single offset instead of several offsets to divide the pressure. This caused an unequal settlement of the wall and a consequent break at the offset. He recommended that the wall should be sustained by buttresses, that the thickness of the concrete bottom should be increased, and that the work should be completely finished before water should again be admitted. For the upper reservoir he recommended that the whole bottom should be puddled with clay before laying on the concrete or building the pillars, and that it should be thoroughly tested before building the pillars and roof, the plans of which he does not approve.

Dr. Revy said that in general all works of this character should be founded on rock, but that the one under consideration might be rendered serviceable.

Dr. Rebouças said that he had nothing to add to his opinion stated in the report of the commission.

Dr. Monteiro de Barros (constructing engineer) said that small cracks had appeared in the bottom from time to time which were due to the unequal settling of the pillars and to the weight of the water. Infiltration has caused the extension of these cracks. The walls also had not settled equally. The cracks should be refilled and the walls at the northwest angle should be buttressed.

Dr. Belfort attributed the accident to the infiltration of water through the bottom into the underlying clayey soil. The bottom should be made perfectly impermeable.

Dr. Moraes Jardim (inspector of public works) agreed with the opinion of Dr. Sobragy as to the causes, to which he gave as concurrent causes the unequal compressibility of the ground, the influence of differences in temperature, and the swelling of the saturated clay below the works. The works should be completed, the cracks refilled, and if necessary the thickness of the concrete may be increased. As a matter of precaution buttresses may be constructed.

After considering these various opinions the minister of agriculture appointed Dr. Borja Castro to execute the necessary repairs and to complete the work.

THE WORLD'S COFFEE CONSUMPTION.

In our issue of the 12th inst., we gave a statement of the world's production of coffee at periods dating from 1855 to 1878, compiled by Professor Berg, associated with the management of the Java Bank of Batavia, and published by him in a Batavia magazine. In continuance of the valuable series of statistics compiled by that gentleman, we now summarize his data relative to consumption, in the several countries into which coffee is imported.

The consumption of coffee is steadily increasing in almost every country. The first auction sale of coffee was held in Holland, March 16, 1666; and for a long time Amsterdam, Bordeaux and London were the only markets; England clinging to the use of the berry,—and indeed using it the more, —in spite of Charles II.'s edicts against coffee houses on the ground that they encouraged sedition and disturbed the peace of the realm, and also of the judges declaring it to be a "common nuisance." The Dutch, who had then almost an exclusive monopoly of the article, gradually introduced it into other countries, creating a demand for it that induced them to establish plantations in the West Indies and Surinam and that subsequently developed new sources of production in all directions and finally secured for it a world-wide consumption.

At first, coffee was a luxury of the wealthy classes, and governments generally therefore treated it as a means of revenue; and the history of the duties imposed upon it abounds with illustrations of the superior productiveness of low imposts. For example, in England the duty in 1807 was 1s 8d per lb., the consumption 1,170,164 lbs. and the revenue £161,245. The year following the duty was reduced to 7d. and the consumption rose to 9,251,847 lbs, and the revenue to £245,856. Gradually, however, as the consumption spread among all classes, public dissatisfaction with high duties compelled governments to reduce this form of tax, until at last the popular demand for "a cheap breakfast" has caused either the entire abolition of duty or the adoption of nominal taxes on the article. This abrogation of the policy of exacting high duties from coffee has, perhaps, more than anything else promoted the rapid increase of its consumption within the present century; but the cheapening of brown sugar, which is essential to an extensive use of coffee, has also contributed largely to that result, the price of Havana raw having fallen about 60 per cent. since 1815.

For practical purposes, we are interested in tracing the course of consumption only for a quarter of a century past; a comparison of that breadth being sufficient to indicate the tendencies of distribution. That period is covered in Prof. Berg's estimates of consumption by the several importing countries for the average of the three years 1856-8 and 1876-8 respectively, which follow:

	1856-1858		1876-1878	
	Total consumption, kilos.	*Per head, kilos.*	*Total consumption, kilos.*	*Per head, kilos.*
Norway	4,700,000	3.30	7,250,000	3.96
Sweden	5,950,000	1.65	9,960,000	2.27
Denmark	7,450,000	3.00	4,450,000	2.37
Russia	7,000,000	....	7,625,000	....
Great Britain	15,850,000	0.55	14,970,000	0.45
Netherlands	14,400,000	4.35	31,250,000	8.12
Belgium	20,450,000	4.50	22,110,000	4.14
Germany	61,950,000	1.85	99,320,000	2.32
Austro-Hungary	19,700,000	0.55	37,250,000	1.00
Switzerland	7,400,000	2.78	8,340,000	3.02
France	27,300,000	0.75	50,000,000	1.98
Italy	13,500,000	....	12,865,000	0.47
Spain			2,750,000	0.16
Portugal			1,500,000	0.34
United States	96,100,000	3.50	147000000	3.75
Other countries	12,250,000	....	32,380,000	....
Total	320,000,000	....	489070000	....

It will be seen from Prof. Berg's estimate, that the world's consumption has risen from 320,000,000 kilos on an average of the three years 1856-8 to 489,000,000 on the average of 1876-8: an increase of 169,000,000 kilos or 53 per cent within twenty years. Estimating the average import value at 15 cents per lb, the annual value of the current consumption is over $160,000,000, and the increase, within these twenty years, has been about $60,000,000.

The differences of consumption as between the various nations is very striking. The highest ratio is in Holland, where the consumption is 17.8 lbs per head, its use having nearly doubled within the twenty years. The next highest is Belgium, which consumes 9.1 lbs per head—a slight decrease, however; then, in order, comes Norway, where 8.6 lbs per head is consumed; and next comes the United States, where the rate is 8¾ lbs per head. France, which in 1856-8 used only 1.65 lbs per head, now takes 4.3 lbs. Germany although celebrated for its strong black coffee, consumes only 5.1 lbs per head: which leaves the inference that the Germans adulterate freely. In Great Britain, the consumption is remarkable for its smallness, averaging only 1 lb per head, against 1.11 in 1856-8. The maximum consumption of that country appears to have been reached in 1847 when, with several millions less population than now, the quantity retained for home use was 37,400,000 lbs, while for the average of 1876-8 it was only 33,000,000 lbs. Partly, this falling off is accounted for from the extensive use of chicory in adulterating coffee, of which over 10,000,000 lbs of foreign is used annually, besides a large quantity of home growth. It seems highly probable that the difficulty of getting pure coffee at retail has to a large extent diverted consumption from coffee to tea; and to this fact we must attribute the anomaly that the reduction of the duty to 3d per lb had little effect in augmenting the consumption. On the contrary the reduction of the duty on tea has enormously increased the use of that beverage. In 1856 the duty was 1s 9d per lb, and the consumption 63,000,000 lbs; in 1866 the duty was reduced to 6d, and the consumption rose to 102,000,000 lbs, since which it has steadily gained until, in 1877, no less than 151,000,000 lbs of tea were consumed. Thus, while, between 1857 and 1877, the consumption of coffee, in the United Kingdom, has declined 5½ per cent, that of tea has increased within the same years 139 per cent. The latter fact may be accepted as satisfactorily accounting for the former.

The relative status of the chief coffee consuming countries ranges as follows: First the United States, consuming 323,000,000 lbs; next Germany, which takes 218,000,000; next France, with 110,000,000; next Austria-Hungary, with 82,000,000; then Holland, with 68,800,000; and finally Belgium, with 48,600,000 lbs. These countries take 80 per cent of the whole product of the world. England ranks among the third rate consumers, and Russia, with her eighty millions of people, consumes only one-fifth of a pound per capita.

A comparison of the relative *per capita* consumption in different countries seems to suggest the inference that the use of coffee by any people depends very largely, first, upon exemption from adulteration and, next, upon the moderation of duties. Adulteration deteriorates the popular estimate of the beverage; and high duties beget adulteration or make the article too costly for universal use; and hence it will be found that, as a rule, the consumption of coffee has increased most within those nations which have least resorted to adulterations and have least burthened it with fiscal charges.—*N. Y. Commercial Bulletin*, April 15, 1880.

MORE ABOUT SLAVERY.

To the Editor of the RIO NEWS.

Sir: — Your correspondent "Constant Reader," in his eagerness to befriend Dr. Gunning, has overshot the mark, and proved too much.

How is it, Sir, that at a time when "the planters and other slave-owners were gaining enormously by the labor of their negroes upon the railroad," and "the value of a slave was soon cleared," Dr. Gunning's negroes "did not clear themselves, but remained on hand?" Yet they ought to have earned their freedom if there was any meaning in "the system devised by the good doctor for the emancipation of his blacks," for they worked upon the railway! Well might Capt. Codman remark that "these fellows had the sense to see that with such a master as Dr. Gunning freedom would not be worth working for;" for it seems to have been as a *"result"* of this discovery that "they worked so unprofitably that the railroad company dispensed with their services!"

How many of these thirty-five to forty wretched beings, who existed in slavery when Capt. Codman wrote his book in 1866, have been freed up to the present date by the "*practical*, negro-loving philanthropist?"

Let Dr. Gunning reserve his "modesty" (or whatsoever other feeling "prevented his going into this matter") and just enlighten us on this point; and while he is about it, let him tell us how many of the accounts have been balanced since 1866; and when?

I am, Sir,

Your obedient Servant,
DIOGENES.

Rio, June 15th, 1880.

CANADIAN STEAMSHIP SUBSIDY.

The Dominion House, in committee of supply upon the estimate, on Thursday considered the vote for ocean and river service. During the discussion the premier made an announcement in regard to the item of $50,000 for subsidizing a line of steamships from Canada to Rio de Janeiro, Brazil. He said that the Brazilian government were about to select a building in Rio Janeiro where Canadian products, such as were required in Brazil, could be exhibited, and that the Canadian government were going to procure and exhibit in Montreal specimens of such American and British products as were exported to Brazil, so that Canadian manufacturers could study the class of goods with which they would have to compete for this important trade.—*N. Y. Com'l Bulletin*, May 4.

THE Texas (U. S.) cattle drive for the present year is estimated at 300,000 head. The average prices obtained at the pastures are: yearlings, $6; two-year-olds and cows, $9; three-year-olds, $10; beeves, $13; or an average price of $9.50 on all classes. At an average of $8.50 per head, owing to the large predominance of young cattle and cows, the total value of the drive will be $2,550,000. The average market price of the cattle will be $11 per head.

THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 15th., and Royal Mail packet of the 24th. of the month,

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, a table of freights and charters, and all other information necessary to a correct judgment on Brazilian trade.

(Cash invariably in advance)

Subscription for one year in Brazil,.....20$000
do for six months do .....10$000
do for one year in the United States, $10.00
do for six months do do $ 5.00
do for one year in Great Britain,....£2 0 0
do for six months do do £1 0 0

All subscriptions must run with the calendar year.
Back numbers supplied at this office from April 1st. 1879.
Subscriptions and advertisements received at the
EDITORIAL ROOMS:—8 Rua São Pedro.
Agents for the United States:

C. Mc CULLOCH BEECHER & Co.
41 Wall Street, New York

RIO DE JANEIRO, JUNE 24TH, 1880.

IN AN official note to the director-general of the postoffice, of the 21st instant, the minister of agriculture calls attention to the fact that the American line of steamers have not complied with the legislative amendment to to their contract requiring a call at the port of Maranhão, and directing that further payment of the subsidy shall cease. The minister also stated that the matter would be brought before the General Assembly, which was done on the following day. In this matter the minister has done no more than to carry out the strict requirements of the law, and in so doing merits all approbation. Had his predecessor acted thus decisively, it is highly probable that the whole question would have been settled long ere this. But of the law itself and the measures adopted last year to justify it, there are no words sufficiently strong for condemnation. To serve a petty whim of some trading and jealous deputies, an impossible condition is inserted into a carefully-drawn commercial contract, and the government allows it to become a law. In response to the representations of the steamship line against the practicability of making calls at Maranhão, a commission was sent to examine the port, and its report, based on a most superficial and imperfect examination, declared that there was sufficient depth of water, if not at Maranhão certainly at "other ports near that capital." And on such a truckling report and to satisfy the two-penny commerce of that port, the General Assembly deliberately breaks a contract by imposing an impossible condition. It follows therefore that a contract with the minister of agriculture and Emperor, subject to legislative revision, has no longer binding force in the empire.

ONE of the first acts of the new tariff revision commission has been a public invitation to the mercantile community to submit their opinions and wishes on the necessary changes in the existing schedule. It is probable that some interested parties who want more protection or those who want a special reduction in the interest of some private enterprise, will accept this invitation. It is barely possible, also, that some merchants will venture once more to suggest those changes which have been urged again and again upon the treasury department. But that there will be any spontaneous response we do not believe. In accepting the invitation of the minister of finance to organize revising committees, the merchants of this city were actuated by no other motive than the formulation of a schedule which would be just and equitable to all parties concerned. As is well known they did their work conscientiously and thoroughly; more than that, they did it intelligently. In the final revision the promise made by the inspector to place the schedule before the advisory committees for a final discussion and revision was conveniently forgotten and a tariff was put into execution which contained so few of their suggestions that it can not be considered in any sense as a part of their work. That schedule has not yet been in force six months, but it has been proved to be so glaringly imperfect that the government finds it necessary to undertake another revision. If the government is sincere in its wish to consult the merchants on this revision, it can do so most effectively by recurring again to the material placed before the last commission. There have been no radical changes in the economic state of the country since that time, and the schedule recommended then will serve every purpose now. Besides that it will not be possible to get the same results, the same elaboration of details, the same agreement from conflicting interests, through individual and informal recommendations. It is not unlikely that the merchants will be charged with indifference if they do not reply to this invitation, and that their silence will be construed into a tacit acceptance of any revision which the commission may formulate. This, however, will be no worse than that of volunteering their opinions only to have them ultimately disregarded. Were there a positive certainty that their suggestions would be adopted, the merchants could do no more than was done one year ago, nor could they do better than to refer the present commission to the compilation of suggested changes then adopted by the various advisory committees. In view of the official traditions in favor of an increase of duties whenever the revenues prove insufficient it is not likely that there could be any harmony between the merchants and a commission composed wholly of treasury and customs officials. The merchant has seen more than one class of goods practically driven out of the market by excessive duties, and he is logical enough to know that the same causes always produce the same results.

THE RECENT visit of the Emperor and minister of agriculture to the province of Paraná is already bearing fruit. The hope had been expressed in various quarters that out of a personal observation of the existing state of industry in that part of the empire and of the most pressing needs of the people, some practical measures would be taken to meet them and to aid in the development of the country. How well this has been done will be seen in what follows. Almost immediately on his return the minister instructed the director of the government telegraph service to proceed to the necessary surveys for a telegraph line from Curityba to Guarapuara. This latter place is about fifty leagues distant from Curityba, and is a small village of a few hundred houses situated in the midst of a rich grazing region. It is at present connected with the provincial capital by the vilest kind of a mule path some fifteen or twenty leagues long, which leads into the fine road running from Curityba to the *campos geraes* at Ponto Grosso. The village itself has two or three well-stocked stores, a number of *vendas*, a blacksmith's shop, a few carpenters and shoemakers, and semi-occasionally a baker. The inhabitants are for the most part *fazendeiros* who live mainly on their cattle farms and who come into town only on occasions of *festas* and elections and for obtaining supplies. The postman arrives there some three or four times a month with a single lean mail bag. The surrounding country is very fertile and exports cattle and mules in considerable numbers. The imports are general merchandise from the capital and sometimes breadstuffs from neighboring municipalities. And this is the municipality of Guarapuara, to which the government now proposes to construct a telegraph line. It is a distant pastoral community, whose wants are few and simple, and whose relations with the outside world are already served by three or four mails a month. Its one great commercial need, like that of the countless interior communities of Brazil, is the need of a good wagon road communication with some seaport or railway. Its first great civilizing need, like that of hundreds of towns all through the empire, is the need of schools. And yet, notwithstanding the general laws of national development through which these great needs are secured and enjoyed long in advance of the more costly needs of larger and more highly civilized communities, the government finds nothing more urgent than the luxury of a telegraph line. In the natural growth of a country we should expect to find good wagon roads in advance of railways, good schools and efficient postal communication in advance of telegraph wires. And yet, after visiting the wretched schools of Paraná and travelling over its few wretched roads, the minister concludes that the first great need of that province is a telegraph wire to Guarapuara. It does not appear that the cattle and mules of that district are suffering for the want of telegraph messages, nor that the people will have bread more frequently when the whirr of the telegraph instrument is heard in their quiet streets. Between Guarapuara and the outside world will remain the same old mule path, and the cost of importing and exporting goods will be no less when the Curityba merchant can send the electric message "two mule loads of tobacco, calico and sundries just dispatched to Guarapuara." We remember a small town in the United States of about the same size as Guarapuara. It is situated in the centre of a thriving farming district many times more populous than its Paraná counterpart, and its trade was much more varied and thriving. It possessed several small industries and a well-filled mail bag was received every day. As the lines of a wealthy telegraph company passed within a mile of the town, the directors of the company were led to believe that a station could be maintained there, and a branch line and office were opened accordingly. The experience of a few months proved, however, that the receipts of the office were not sufficient to pay even the small salary of one operator and to maintain an exceedingly modest office, and the enterprise was therefore abandoned. And all that happened in a country where wagon roads ran everywhere, where railways were within easy reach, where traveling was easy and cheap, where postal facilities were cheap, and where newspapers and personal intercourse with the outside world all tended to widen the horizon of the little town and increase its daily wants far beyond the compass of its own production. In view of this experience what can be said of the necessity of telegraphic communication with Guarapuara! If the receipts of that office from private and commercial telegrams are sufficient to keep the battery cells supplied with acid, the results of the enterprise may be considered abundantly satisfactory; more than that can not be expected. It is to be regretted therefore that the minister of agriculture has not undertaken some enterprise which will contribute more directly to the development of Paraná and which will not be an unprofitable drain upon the imperial treasury.

EXPORT TAXES.

One of the chief considerations which should occupy the attention of the commission lately appointed to revise the tariff as a subject for recommendation, and of the General Assembly as a subject for early revisal, is that of the duties on exports. In view of the universal testimony of the best political economists and of the experience of other nations it is clear that the imposition of a tax on exports is unwise and prejudicial in the highest degree. As a rule it is a direct tax on the productive energies of a country, and therefore a check upon its development. In this sense it can not be otherwise than a grievous burden upon the people. It lessens the profits of the agriculturist and manufacturer even where it does not wholly destroy their industries, and in just that degree it hampers industrial growth and diminishes the productive capital of the country. In a certain school of political economists it is believed that this tax on exports comes out of the pocket of the consumer and is therefore no burden upon the native producer. These same men also claim that the tax on imports is paid by the foreign producer. From this it would seem that their fundamental theory in the imposition of export and import duties is that the foreigner always pays the tax—a theory whose contradictory hypotheses rule it out of all rational consideration.

The only basis upon which such a theory can be based is that of non-competition. If Brazil were the only coffee-producing country in the world, it could then be claimed with some reason that the foreign consumer pays the export tax; but, as Brazil produces less than one-half the total annual product of the world and as some other countries, notably the Central American states, are gaining very rapidly as coffee producers, it is evident that the consumer has the control of the market and therefore shifts the tax upon the producer. It should be borne in mind that it is no longer possible for the Brazilian planter or coffee broker to dictate prices to consuming markets. On the contrary, the coffee-consumers are now in a position to fix prices for themselves, subject to the general laws of supply and demand. It follows, therefore, that every competitor in the production of coffee strengthens the position of consuming markets and weakens that of those countries which formerly enjoyed a practical monopoly as producers. Besides that, every improvement in the cultivation of coffee and in its preparation for market lowers the price in consuming markets.

The position now occupied by Brazil as a coffee-producing country is one of unusual interest. From the statistics given in our last issue of the coffee production of the world it will be seen that while the total product between the years 1855 and 1878, inclusive, increased 47½ per cent., that of Brazil increased only 38 per cent. This proves that Brazil is falling behind. How much of this is due to the baleful effects of the export tax we leave the Brazilian legislator to determine. The time has now come when some intelligent effort should be made to recover this lost ground. If it is possible for the Central American states to increase their product 800 per cent while Brazil is increasing hers 38 per cent., it will be possible for this new competitor to eventually win the supremacy in consuming markets. With this contingency threatening her, Brazil should lose no time in relieving her coffee planters from every artificial burden, and to grant them all legitimate assistance in their efforts to reduce the cost of production. And this can only be done through the abolition of export duties, a reduction in the cost of transportation, and the early and total abolition of slavery.

With respect to the other products of the country, the necessity for the early abolition of all export duties is even more imperative. The production of cotton, once so important and promising, has been killed, while that of tobacco and sugar has been practically repressed or handicapped by these taxes, and shut out from that larger development which the conditions of soil and climate in Brazil have made possible. Aside from the pecuniary advantages involved in the encouragement of these industries there are others which have a vital interest to the country. Profitable as may be the production of coffee there is great danger in its exclusive cultivation. With such a variety of soil, Brazil should be limited to no one nor half-dozen productions. Instead of importing cured meats, rice, corn, potatoes, beans, and many other necessaries, from foreign countries, all these products should be produced at home. More than that, these productions should be a source of profit to small farmers who are now almost wholly unknown. Were the government to abolish all export duties and reduce the present high freight rates on the lines under its control, the cost of placing tobacco, sugar and cotton in consuming markets would be greatly reduced and an eventual increase in the production of these products would certainly follow. Abolish then the unwise policy of granting special aids to the few petted industries and not only would the expenditures of the government be reduced but there would ultimately follow a safe and highly desirable development in the number of small producers who are now unjustly repressed by official discrimination. This would lead to the final development of the many small industries which are now neglected.

It does not follow that all these desirable results would be attained by the simple abolition of export taxes. There are other economic reforms which the necessities of the country imperatively demand and which must be secured before the way will be clear to the highest development of Brazilian agriculture. It is not possible, however, to change everything at one legislative act; the burdens can be cut off only one by one, and among the first to fall should be this suicidal tax on exports.

LEGISLATIVE NOTES

—The sessions of the Senate and Chamber of Deputies have been considerably interrupted since our last report, and the work done has been largely of a routine and private character. In the Senate very little of consequence has happened. In the Chamber the estimates for the department of empire entered on second discussion on the 16th and have been up nearly every session since. The electoral reform bill entered on its third reading on the 19th, and on the 21st a large number of amendments to it were presented.

—In response to an interpellation of Senator Corrêa in regard to the granting of premiums to the Jockey Club of this city by the government, the ministry announced on the 19th that the premiums heretofore conceded amounted to 9,663$, that they were taken from the receipts of the Dom Pedro II railway, but that the present government had revoked the concession and the premiums would be no longer paid. In congratulating the ministry on this step Senator Corrêa took occasion to thank the minister of agriculture for the recent steps taken for the extension of a telegraph line from Curityba to Guarapuara, province of Paraná.

—The late petty disturbance in Porto Alegre, Rio Grande do Sul, over the rejection of a drainage contract by the provincial assembly, was brought before the Senate on the 19th by Senator Corrêa. He asked for copies of the contract which proved so objectionable as to excite the disturbances. The same subject was brought before the Chamber by Deputy Fernando Osorio and excited considerable discussion during the 18th and 19th.

—In reply to an interpellation on the 21st inst. Minister Buarque de Macedo stated that when the present ministry assumed office he found that the appropriations for colonization had been already exceeded by 1,300,000$. The government at once reduced expenditures in that department and abolished official colonization. He would ask for a special credit of 1,300,000$ in a few days to enable the government to emancipate all the colonies during the year, to lay out lands and make roads.

—It transpired in a discussion on an interpellation by Senator Corrêa on the 22d inst., that the government had thrown out all tenders for the improvement of the port of Santos, and had turned over that important work to the province of São Paulo. The minister of agriculture had ordered the tenders and deposits to be returned to the parties interested.

LOCAL NOTES

—It is proposed to erect a monument to the late Duque de Caxias.

—The customs inspector of this port has been authorized to increase the number of general dispatchers to 110.

—The Italian packet *L'Italia* which arrived from Genoa on the 15th inst., brought out 552 steerage passengers, 224 of which went on to the River Plate.

—Clemente do Amaral was brought to trial on the 16th inst. for striking Antonio Francisco de Macedo on the 6th of May, 1878—over two years ago. He was discharged.

—The *Vital de Oliveira* has been instructed to return home from HongKong, China, immediately. The return voyage will be by way of S. Francisco, California, and Cape Horn.

—The civil engineers of this city propose to make a demonstration on the arrival of the composer, Carlos Gomes. One is led to think that the illustrious musician is an engineer also.

—The government has directed the president of Bahia to proceed against the late *fiel* of the internal revenue office of that province for the crime of counterfeiting revenue stamps. The amount involved is 30,000$.

—An official report of the 10th inst., concerning the late epidemic of yellow fever at Vassouras, in this province, says that it is now quite extinct. Since the breaking out of the fever in April there have been 70 cases and 28 deaths.

—The minister of marine has granted the request of the students to the effect that a transport should be placed at their disposal to go out to meet Carlos Gomes. It does not transpire who pays for the coal.

—It is said that the Emperor proposes to make a trip into Minas after the inauguration of the Barbacena railway station. It is not known whether the imperial *comitiva* on the Paraná trip will be quite ready by that time.

—One of the unexpected results of the tardily discovered fame of Camões is seen in the name o a mutual benefit association just organized. It was first proposed to call it the Associação Portugueza de Soccorros Mutuos Tricentenario Luiz de Camões, but it has since been decided that the title Associação Portugueza de Beneficencia Memoria a Luiz de Camões is slightly more euphonic. It seems that the vindictive spirit which persecuted the poet in life, still seeks to persecute those who speak his language three hundred years after.

—A cheerful *folhetinista* undertook, the other day, to write a criticism of *Dora*, one of Sardou's dramas recently put upon the stage in this city. Naturally the ordinary play-goer doesn't see much in the common run of dramas to invite a column and more of erudite criticism and reflection, but that's just the difference between our critic and the common run of mortals. He started out first with the Franco-Prussian war and a flattering allusion to Cesar and his *Commentaries*. He then crossed the Rhine and gave us an insight into the cabinet secrets of Prince Bismark, whom he led about by the nose in the most heroic fashion. He then made a brilliant jump back into the shadowy beginnings of our race, to the Aryans of the Persian table lands, from which he drew instructive lessons about the fall of Napoleon III and the state of modern society. It then occurred to him to say something about *Dora*, after which he plunged into a discussion of the inner social life of the French people, and of one of its peculiar features, the *espionnage*, out of which springs the plot of this drama. He then wandered off into some reflections on another drama whose plot he demonstrated to be as applicable in Pekin and Melbourne, or among the Samoyeds and Mandurucus as in Paris, and brought up in a discussion of Brazilian literary journalism. Thus refreshed he again returned to *Dora*, whose career he followed until he caught sight of a favorite French actress, when away he rushed again to give us an erudite discussion of the stage. Things got just a little mixed at this point, but the reader could be sure that it was going all right from the stage landmarks—Ophelia, Desdemona, Juliet and Lady Macbeth. Recovering himself again, our critic then, at the end of one column, took up the leading actress' representation of *Dora*, to whom he gave credit for speaking good Portuguese. At this point there was a brief reference to another French actress, and then one of the actors received a compliment for his correct diction, and a reprimand for his manners, standing with his feet at an angle of 60° and "ready to begin a solemn march to the sound of funeral harmonies." There's something in theatrical criticism, after all!

The Rio News.

—The first opera of the season took place on the 18th inst.

—One of the features of the late *Exposição Camoneana* was a lock of hair from the head of the celebrated Ignez de Castro.

—The minister of agriculture has instructed the director-general of the Rio fire department to furnish the newly-organized São Paulo fire department all the pumps and other material which he can spare, and at reasonable charge.

—The thanks of tho Emperor and Empress for the use of the steamer *Rio Grande* during their late trip to Paraná, were conveyed to the president of the National Steam Navigation Co., on the 14th inst., through the minister of agriculture.

—The minister of agriculture has revived the project for the preparation of a vocabulary of engineering technical words. He does not propose to reorganize the commission previously entrusted with the work, but has placed it in the hands of the faculty of the Polytechnic School.

—The customs officials have suddenly grown vigilant. One of them found twelve hams in two lockers in the captain's room of the German bark *Brazileira* on the 18th inst. As in the case of the contraband goods found on the *Astracan*, they were just about to be sent on shore.

—A customs guard reports the discovery of contraband goods on board the British ship *Astracan*, on the 19th inst. The goods consisted of a package of shirts, a package of handkerchiefs, and another of umbrellas found in the captain's room, and ten bales of oakum found below deck aft, covered with a sail.

—A meeting took place on the 17th inst. at the hall of the "Sociedade de Soccorros Mutuos União Familiar Perfeita Amizade," for the purpose of organizing a society to commemorate annually the great poet Luiz de Camões. The organization was effected and the new society will be known as the "Sociedade de Soccorros Mutuos Luiz de Camões."

—Decree 7,731, of the 14th inst., grants a five years' privilege to Fernandes & Irmãos for the manufacture of two classes of carts, the *Optonomicos* or water cart, and the *Hercules* or cart for carrying heavy weights, both of which they claim as inventions. The next step will be to obtain a privilege from the city council for the exclusive use of these carts in this city.

—Our readers will be glad to know that the supreme council of war has unanimously acquitted Capt. João Gomes de Faria, ex-commander of the monitor *Solimões*. Hereafter a naval officer experienced in the management of sailing vessels will be considered fully competent to command ironclads, and the occurrence of a *fiasco*, like that of the trial trip of the *Solimões*, will reflect no discredit either upon the commander or the service.

—In response to the representations of the Sociedade Auxiliadora de Agricultura, of Pernambuco, against certain unjust decisions of the customs inspector of that port, the minister of finance instructed the customs authorities, under date of May 26th, that kettles and caldrons shall not be subject to the duty of 180 reis per kilo only when the principal material in the manufacture is laminated copper. When made of iron they are to be assessed only 50 reis per kilo. This decision is given in the interests of the sugar mills whose imported iron caldrons were assessed as laminated copper. It is to be regretted that this decision did not also cover the still more unjust practice of the same inspector in assessing the *clay retorts* imported by the Pernambuco gas company as *laminated copper*. This latter practice is even more unwarranted and oppressive than the former.

—It should be noted that the *Jornal* has again returned to its old practice of inserting immoral advertisements and permitting its office to be used by the persons advertising. It is to be hoped that the respectable public will keep a sharp eye on this business, as it is evident that our contemparary of the "moral horizon" does not always make a judicious choice between the interests of the public and itself. And just here, we would like to have the *Jornal* explain to us the difference between the *caftens* whom it justly denounced some months ago, and its own advertising columns and business office? To the ordinary mind it's the same old traffic in which the few speculate on the gross appetites and misfortunes of others, and by which every sence of decency and public virtue is shocked. If the *Jornal* wishes to retain the respect and support of honest men it must drop this shameful speculation at once and forever.

—The trial of Joaquim Antonio Moreira for beating a slave woman, Adriana, with a broom-stick, February 8, 1873, so that she died from its effects four days after, took place on the 14th inst. The accused explained that on the day in question he was informed by his wife that the slave woman Adriana had been disobedient, for which he took a broom-stick and punished her. He was afterwards told that Adriana felt a difficulty in breathing, whereupon he sent her to a hospital in Rua do Riachuelo, where he ordered her to be placed in a private room, Learning that she was not improving he called at the hospital and found her in the general infirmary. He then had her sent to the Misericordia. Some days after he was called before the chief of police where he signed some papers which he did not read. Soon after he was informed by his lawyer that his prosecution was under consideration. Greatly vexed by this, he told his father all about it, who ordered him to leave the empire. He remained abroad for a time in respect to the wish and ashes of his father. He then returned and delivered himself up for trial. The accused was then discharged by an unanimous vote of the jury on the ground that a moderate castigation was justifiable. The jury avoided the fact that the said moderate castigation resulted in the death of the woman.

—The American packet *Colorado* left Pará for this port on the 19th inst.

—The first number of a new evening paper entitled *A Folha* was issued on the 21st. It is under the editorial direction of Dr. Alberto de Carvalho.

—The resignation of Dr. Francisco Pereira Passos as director of the Dom Pedro II railway was accepted by the government on the 22nd inst. We are informed that his successor will be Dr. Herculano F. Penna.

—The *capoeiras* are again making themselves felt in various parts of the city, to the great annoyance and terror of the orderly portions of the community. The chief of police should see to the suppression of these ruffians and cutthroats.

—Another of the new street letter boxes has suffered injury, and as before it is next a guard station. It is feared that suspicion will fall upon the police and military if this thing happens many times more. The last box injured is in the Largo S. Domingos.

—To appropriately commemorate the expected arrival of the composer, Carlos Gomes, some students in the preparatory schools have organized a society under the title "Sociedade de Beneficiencia Escolar Carlos Gomes." The society proposes to assist poor students to secure an education,

—In consequence of the late decision of the supreme military council Capt. João Gomes de Faria was reinstated in command of the monitor *Solimões* on the 19th instant. There can be no possible objection to this procedure as long as the ironclad is not sent to sea.

—An extraordinary meeting of the ministry took place at the residence of the prime minister on the evening of the 22nd, says the *Gazeta*, to consider the serious situation of affairs in the Argentine Republic. The immediate cause of the meeting was an important dispatch from the Brazilian minister at the River Plate.

—A well known merchant of this city, says the *Gazeta*, presented a 500$ note (No. 48,449, 1ª serie, 4ª estampa) at the Caixa de Amortização on the 21st for smaller notes, when the note was detained on the ground that it had been once redeemed. The stamp of cancellation was not visible on the note, and as the merchant received it from the Banco do Brazil on the 19th he believed it to be all right. The case is now under investigation. It may finally occur that there are others beside the late finance minister who have been issuing redeemed currency.

—We notice in the *Artista*, of Rio Grande do Sul, dated the 7th inst., that a telegram had been received in that city from Senator Silveira Martins saying that he should take passage for that province on the 11th inst. We refer to this for the benefit of certain cotemporaries in this city who sought to make political capital out of that event. Honest opposition to a man or party is unobjectionable, but the petty spite which leads men to warp the most common and innocent incidents of life into something wholly foreign to it, is simply detestable.

—The government has resolved to put up electric regulators in various parts of the city. They will be connected with the Imperial Observatory of Castle Hill, and will serve to give the correct time. The utility of electric time-keepers throughout the city will not be doubted, especially as this lack of correct time in the suburbs is preventing an equilibriumbe tween the receipts and expenses of the government, and is an obstacle in the way of keeping the streets clean and in good repair. Besides that there will be a wonderful improvement in the sanitary state of the city as soon as it can be generally known just what moment each day the sun is passing Dr. Liais' meridian.

COMMERCIAL

June 23rd, 1880.

Par value of the Brazilian mil reis (1$000), gold.	27 d.
do do do do in U. S. coin at $4 84 per £1. stg.	54.45 cents.
do $1,00(U. S. coin) in Brazilian gold..	1$837
do of £1. stg. in Brazilian gold...	8$889
Bank rate of exchange on London to-day	22¼ d.
Present value of the Brazilian mil reis (paper)	824 rs. gold.
do do do in U. S. coin at $4.86 per £1. stg.	45.05 cents.
Value of $1.00 ($4.86 per £1. stg.) in Brazilian currency (paper)	2$219
Value of £ 1 sterling ,, ,,	10$787

EXCHANGE.

June 14.—Market firm there being outside transactions at 22d., bank paper, and 22⅛ to 22¼d., mercantile paper, on London; and 435 to 430 rs., mercantile paper, on Paris. Sovereigns 11$100 cash.

June 15.—Banco do Brazil and Banco Commercial to-day began business at 22d. on London, 433 and 432 rs. on Paris, and 535 rs. on Hamburg. Transactions light. Small transactions in mercantile paper on London at 22¼ to 22½d. Sovereigns 11$000 cash.

June 16.—Yesterday's quotations generally adopted to-day by all the banks. Business more active. Mercantile paper in good demand at 21½ to 21⅝d., on London, and 420 to 418 rs. on Paris. Six per cents, ex-dividend, 1,018$ and 1,020$.

June 17.—Yesterday's rates unchanged. Business light. Stock market inactive.

June 18.—Rates experienced another advance, the banks adopting the following table: 22¼d. on London, 428 and 427 rs. on Paris, 530 and 529 rs. on Hamburg. Light transactions in mercantile paper at 22½ to 22⅝d. Six per cents, ex-dividend, 1,020$. Sovereigns, 10$910 and 10$920 cash.

June 19.—Rates on London 22¼d., bank paper, and 22⅜ to 22⅝d., mercantile paper; on Paris 428 rs. bank paper and 419 rs. mercantile; and on Hamburg 529 rs., bank paper. National loan of 1868, 1,136$. Sovereigns 10$930 and 10$940.

June 21.—Market firm at 22¼d. bank paper, and 22½d, mercantile paper. Light transactions. Sovereigns 10$960.

—A counterfeit 100$ note recently detected at Rio Grande do Sul bears the following description: It is of the "3ª serie, 4ª estampa" and is numbered "64,354." It is signed by "J. S. Sampaio" followed by an abbreviated name not intelligible which is connected with the word "Sampaio." The paper is lighter than in the genuine notes and is of an ordinary quality. The water mark words "Thesouro Nacional" are very distinct, far more so than in the genuine. The vignette is very imperfect and badly printed. The imprint "Perkins, Bacon & Co." lacks the comma after the word "Perkins."

—Several large lots of "Navigation" shares are reported to have been sold yesterday at par.

MARKET REPORT

Rio de Janeiro, June 23rd, 1880.

Dry Goods.—Auctions have been somewhat frequent lately, to the great detriment of regular business, consequently operations are much restricted, and prices are not only irregular, but are weaker than is warranted by the recent improvement in exchange.

Coffee.—Since our last report on the 13th instant only a limited business has been done, owing chiefly to the increase of cost by the rise in exchange.

The total sales since that date amount to 35,420 bags, viz:

11,760 bags for United States
19,020 ,, ,, Europe
1,990 ,, ,, Cape of Good Hope
2,650 ,, ,, Elsewhere
35,420 bags.

Receipts show no signs of increase, the daily average since the 1st instant being 3893 bags,

against 7421 ,, in same period of 1879
,, 5454 ,, ,, 1878
,, 4226 ,, ,, 1877

Stock is estimated today at 140,000 bags.

Currency prices show a decline of 50 reis per 10 kilos. We quote, per 10 kilos:

Washed............	5$850 — 8$000
Superior............	6$050 — 6$350
Good first..........	5$700 — 5$850
Regular first........	5$450 — 5$600
Ordinary first	5$150 —5$300
Good second........	4$500 — 4$750
Ordinary second....	3$900 — 4$100

Our cable advices from Santos under yesterday's date report great firmness on the part of dealers. Superiors were quoted nominally 5$600 per 10 kilos. Entries for last week had averaged 1,880 bags per day and stock was estimated at 107,000 bags.

Flour.—During the ten days under review the supply from America has again been on a liberal scale, increasing the stock in first hands to 50,000 barrels, and the market remains, in consequence, depressed.

The arrivals have been 20,300 barrels, viz:

18,500 barrels from America
1,800 bags ,, Chili
20,300 barrels.

The sales amount to 4,720 barrels American.

Stock in first hands consists of 50,580 barrels, viz:

9,000 barrels Gallego
1,600 ,, Haxall
11,000 ,, Dunlop
580 ,, O Dance
600 ,, McCance
23,000 ,, Baltimore.
3,000 bags River Plate
1,800 ,, Chili
50,580 barrels.

We quote:

Gallego	21$500—22$000
Haxall	22 000—22 500
Dunlop	21 500—22 000
Baltimore	20 000—21 500
River Plate	16 000—18 000

Pitch Pine.—Buyers continue to offer 38$000 per dozen "to arrive" but no transactions have taken place.

No arrivals.

White Pine.—The arrivals consist of 125,000 feet per *Nettie* from New York, which had been sold before arrival.

The market continues firm at 100 to 110 reis per foot.

Kerosene.—The arrivals consist of 5,500 cases per *Nettie* from New York, not yet landed.

Market quiet at 7$400—7$600 per case for Devoe's Brilliant.

Lard.—Continues steady at

320—330 reis per lb. for George
310—320 ,, ,, ,, ,, Jenkins
310—320 ,, ,, ,, ,, Wilcox

Arrivals 400 kegs per *Water Witch* from Baltimore.

Rosin.—Unchanged at 8$00—8$500 per barrel.

No arrivals.

Coals.—The arrivals consist of

2,249 tons per *Parthena* from Liverpool
1,850 ,, ,, *Astracana* ,, Cardiff
1,172 ,, ,, *Recovery* ,, do.
1,583 ,, ,, *Pegasus* ,, do.
341 ,, ,, *Helios* ,, Greenock
7,195 tons.

We quote:

New Castle..........................	20$000
Cardiff..............................	21 500
Sundries.............................	16 000—18 000
Coke.................................	26 000—28 000

—Mail advices from Montevideo of the 10th inst. report the market of that city as completely paralyzed.

—The receipts of cattle at the Pelotas slaughter houses in May amounted to 81,513 head. The season's receipts up to the close of the 16th inst. were 331,798 head.

—The number of vessel in the various River Plate ports on the 3rd inst. receiving cargoes of jerked beef for Brazil was 19. Their cargoes foot up to 83,100 quintals.

—The following were the prices paid for cattle at the Pelotas slaughter houses on the 5th inst.: yoke oxen, 48$; fattened steers, superior, 40$; do., medium, 35$; do. small, 30$ to 32$; fattened cows, 26$ to 28$.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

JUNE 14.

CARDIFF—Br shp *Duke of Sutherland;* 1,047 tons; Jones; 103 ds; coal to order; entered for repairs, bound for Coquimbos.

———Br shp *Astracana*; 1,193 tons; Rice; 45 ds; coal to Norton, Megaw & Co.

CADIZ—Sw bg *Gustaf Adolf*; 248 tons; Olsson; 41 ds; salt to J. M. Leone.

BALTIMORE—Am bk *Serene;* 550 tons; Segerman; 39 ds; flour to Phipps Bros. & Co.

SALT ISLAND—Port bk *Villa de Bellas*; 645 tons; Coelho; 32 ds; salt to Braga & Barbosa.

JUNE 15.

BALTIMORE—Am bgn *Water Witch*; 238 tons; Smood; 49 ds; flour and lard to Phipps Bros. & Co.

CARDIFF—Br bk *Recovery*; 1,027 tons; Gray; 54 ds; coal to Wilson, Sons & Co., Limited.

———Br shp *Pegasus*; 1,183 tons; Black; 45 ds; coal to Dom Pedro II railway.

RICHMOND—Gr bk *Brazileira*; 306 tons; Meinhardt; 43 ds; flour to Trinks Munch & Co.

JUNE 16.

CARDIFF—Br bk *Southern Queen*; 879 tons; Eynon; 53 ds; coal to order.

GREENOCK—Gr bk *Helios*; 246 tons; Keller; 50 ds; coal to order.

MONTEVIDEO *via* Sta. Catharina—Sp pol *Joven Rosalia*; 161 tons; Mirambilla; 49 ds (14 ds from Sta. Catharina); jerked beef to J. Romaguera.

JUNE 17.

PAYSANDU—Sp bgn *Elvira*; 138 tons; Camello; 20 ds; jerked beef to order.

ROSARIO DE SANTA FE—Br bkt *Lotus*; 463 tons; McLellan; 20 ds; alfafa to Francisco de Figueiredo & Co.

JUNE 18.

ROSARIO—Gr bk *J. H. Jessen*; 303 tons; Engel; 12 ds; alfafa to order.

JUNE 19.

MONTEVIDEO—Port sch *Margarida*; 125 tons; Pereira; 11 ds; general cargo to Bomfiglio & Valle.

JUNE 21.

RICHMOND—Am bk *Maggie V. Hugg*; 494 tons; Dill; 56 ds; flour to Julius Sauer & Co.

LIVERPOOL—Nor bk *Gyller*; 489 tons; Ostenson; 54 ds; general cargo to J. Oliveira Faria.

NEW YORK—Am bgn *Nettie*; 503 tons; Mackay; 47 ds; general cargo to Arthur Moss & Co.

BUENOS AYRES—Sp bgn *Enrique*; 181 tons; Marques; 12 ds; jerked beef to order.

IGUAPE—Port slp *Porto Alegre*; 120 tons; Motta; 5 ds; rice to Reis Guia & Co.

DEPARTURES OF FOREIGN VESSELS.

JUNE 16.

NEW YORK—Br bk *Northern Star*; 328 tons; Worthley; coffee.

JUNE 17.

BALTIMORE—Am bk *Yamoyden*; 487 tons; Tobey; coffee.

———Am bk *May Queen*; 184 tons; Berry, Jr.; coffee.

QUEBEC—Br bk *Rutland*; 1,028 tons; Roy; ballast.

ST. JOHN—Br shp *Senator Weber*; 1,297 tons; Forbes; ball't.

JUNE 18.

NEW ORLEANS—Br bk *Mary Durkee*; 880 tons; Newcomb; ballast.

CORONEL, Chili—Br bk *Martha Reid*; 631 tons; Davies; ball't.

CAPE OF GOOD HOPE—Br bkt *Catherine Leed*; 220 tons; Leed; coffee.

RIO DE S. FRANCISCO DO SUL—Gr bgn *Lubeck*; 180 tons; Tietchens; salt.

JUNE 19.

QUEBEC—Br shp *India*; 1,163 tons; McCarthy; ballast.

FALMOUTH—Sw bgn *Sif*; 186 tons; Engelsen; coffee.

NORTHERN PORTS—Nor bk *Jafuhar*; 476 tons; Olsen; balt'.

ANTONINA—Gr bgn *Amanda*; 225 tons; Harms; general cargo.

JUNE 20.

BALTIMORE—Am bk *Dom Pedro II*; 490 tons; Hudgins; coffee.

———Am bk *Adelaide*; 391 tons; Bailey; coffee.

CALCUTTA—Br bk *City of Tanjore*; 799 tons; Dow; ballast.

———Br shp *Montagnais*; 1,297 tons; Dugas; ballast.

ILHA TERCEIRA—Port sch *Reis & Co.*; 137 tons; Alberto; ballast and passengers.

RIO DE S. FRACISCO DO SUL—Sp bk *Nueva Ignacia*; 376 tons; Dotras; general cargo.

JUNE 21.

CONGO RIVER—Nor lug *Fingal*; 332 tons; Pollesen; ballast.

—The shipping report of Rio Grande do Sul shows that there were 55 entries and 46 departures at that port in the month of May.

—According to Rio Grande advices of the 28th ult., the Italian brig *Coragio* had been sunk in a storm on the southern coast of that province, 40 miles south of the Rio Grande bar. The *Coragio* was from Genoa and Cadiz and was bound for Buenos Ayres with salt and marble. The crew was saved by the Brazilian schooner *Jaguary*.

—The depth of water on the Rio Grande bar on the 11th inst. was 10 feet. There were 3 vessels in port ready for sailing.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, JUNE 22, 1880.

NAME	TONNAGE	ENTERED	WHERE FROM	CONSIGNEE
AMERICAN				
bkt Geo. Peab'y	494	May 4	Baltimore.	Phipps Bros & Co.
bgn. H. G. Bird	141	,, 7	Rio Grande	Ent. in distress
bgn John Wesley	458	,, 15	Mobile....	J. Sauer & Co.
shp Canada.....	1190	,, 26	New York	In distress.
bk Aquidneck ..	342	June 1	Baltimore..	Phipps Bros. & Co.
bk Amazon......	229	,, 11	Baltimore..	Wright & Co.
bk Serene	550	,, 14	Baltimore.	Phipps Bros. & Co.
bgn WaterWitch	238	,, 15	Baltimore..	Phipps Bros. & Co.
bk M. V. Hugg	494	,, 21	Richmond.	J. Sauer & Co.
bgn Nettie......	503	,, 21	New York	A. Moss & Co.
ARGENTINE				
bg Octavio.....	178	April 17	Salto......	J. M. Frias & Filho
bg Moro.......	190	,, 24	Tujú......	Miranda Az & C..
bk Paladin......	455	June 5	New York.	McCulloch B'r &Co
AUSTRIAN				
bk Amalia......	488	May 29	Liverpool..	J. & J. Peake.
BRITISH				
bk Macedon....	1238	May 8	Cardiff	Messageries Mar.
shp Pa[illegible]e.....	1280	,, 9	Glasgow ...	J G Illius.
shp Banner....	1195	,, 9	New Castle	Rio Gas Co.
shp Col Adams.	1516	,, 21	Cardiff	Wilson, Sons & Co.
bg Okenbury....	232	,, 24	Marseilles.	Berla Cotrim & Co.
bk Samuel......	427	,, 25	Cardiff	Alexander Wagner
shp Viola	1134	,, 26	Cardiff....	Wilson, Sons Co.
bk Wanlock....	745	,, 26	Rangoon..	Norton Megaw& Co
shp Importer....	1447	,, 28	Cardiff	E. W. May
shp Tewkesbury.	1088	,, 30	Cardiff....	D. Pedro II RR.
bg Scotscraig....	240	June 1	Oporto.....	M. J. Monteiro Ba.
shp Annie Gou'y	1135	,, 2	Cardiff....	Messageries Marit's
trn Solide......	154	,, 2	Iroine.....	Hartwig Willu'n&C
shp Zimi.......	962	,, 8	Cardiff....	Royal Mail Co.
shp Barthena...	1381	,, 8	Liverpool..	Rio Gas Co.
shp Duke of S'nd	1047	,, 14	Cardiff....	For repairs.
shp Astracana...	1193	,, 14	Cardiff....	NortonMegaw&Co
bk Recovery....	1027	,, 15	Cardiff....	Wilson, Sons & Co.
shp Pegasus....	1183	,, 15	Cardiff....	D. Pedro II RR.
bk South' Queen	879	,, 16	Cardiff....	To order
bkt Lotus.......	463	,, 17	Rosario ...	F. de Figueiredo &C
DUTCH				
lug Vlyt........	216	June 5	Marseilles.	Berla Cotrim & Co.
FRENCH				
bk Chuquisaca..	524	Mar. 29	London....	A. Soares Dias &Co
bk Indien.......	422	May 24	Marseilles .	H. N. Dreyfus.
bk Berthe.......	368	,, 30	Havre.....	Potey Albert & Co.
bk Sourubaya...	457	June 2	London....	Arthur Moss & Co.
GERMAN				
bgn Pfil...	189	Mar. 29	Gualegua'ú	To order
bgn Amalia.....	129	April 22	SanNicolas	A. Wagner.
bk Batavia.....	370	May 6	Hamburg..	BrandesKramer&C.
bgn Cathrine....	148	,, 21	Colon.	To order.
bk Heros.......	423	,, 25	Hamburg..	Bra. Kramer & Co.
bgn Flora.......	246	,, 25	Liverpool..	Norton Megaw& C.
bk Minna Hele'a	340	June 11	Rosario....	To order.
bk Brazileira....	306	,, 15	Richmond.	Trinks Munch & C.
bg Helios.......	246	,, 16	Greenock..	To order.
J. H. Jessen....	303	,, 18	RosarioS. F	To order.
ITALIAN				
trn S. Michele..	283	May 14	Genoa.....	Luiz Zignago
bk Salvatore....	429	,, 16	Trapani ...	Fiorita & Tavolara.
bk Bianca.......	200	,, 24	Trapani ...	Fiorita & Tavolara
bk Rinaldino.. .	497	June 4	Newport...	To order.
NORWEGIAN				
bkt Ina.........	234	May 10	Lisbon	Braga & Barboza
bk N. H. Knu'n	284	,, 11	Greenock..	Watson Ritchie & C
trn Ideal.......	323	,, 11	New Castle	Pacheco Conc. & C
bk Deodata	372	,, 22	Antwerp ..	L. Laureys & Co.
bg Daemring....	243	,, 25	Cette......	Berla Cotrim & Co.
bg Gyda........	362	,, 25	New Castle	To order.
bk B. M. Width.	317	,, 25	New Castle	To order.
bgn Hermann...	240	,, 30	Goth'burg	Hamann & Co.
bk Gudvang....	494	June 2	Setubal....	Gross Kohler & C.
lug Knut Alfsen.	292	,, 4	New Castle	To order.
bk Gyller.......	489	,, 21	Liverpool..	J.J.Oliveira deFaria
ORIENTAL				
smk Celia.......	96	,, 28	B. Ayres..	Miranda & Azevedo
SWEDISH				
bk Sosterk......	306	May 10	Hamburg..	Brandes Kra. & C.
bk Sandvik.....	536	,, 22	Cardift	To order.
bk Nanny......	598	June 7	New Castle	To order.
bg Gustaf Adolf	248	,, 14	Cadiz......	J. Miranda Leone.
SPANISH				
pol Pepa	250	Mar. 9	Paysandú..	Freias Hijo & Co.
bg Cecilia.......	191	,, 23	B. Ayres..	J. N. Vincenzi & C.
smk Maria	155	,, 24	Mont'video	Freitas & Miranda.
bgNuevaVictoria	305	,, 24	Mont'video	Alex Wagner.
bg Ana.........	222	,, 25	B. Ayres..	José Romaguera.
sch Dorotéa	205	April 9	San Nicolas	J. M. Frias F's &C
pol Feliz.......	190	,, 9	Mont'video	JNVincenzi & Filho
bgn Lira de S'ho	142	,, 10	B. Ayres...	JNVincenzi & Filho
bg TercerBarcelo	280	,, 12	B. Ayres..	J. Romagueira.
slp Camponez..	150	May 6	S. Nicolas.	Alex. Wagner.
polCamagueyana	177	,, 24	Concordia.	S. Romaguera & Co
pol Doria.......	142	,, 24	Mont'video	Sanchez Rom'a&C.
smk Luiza......	193	,, 24	Mont'video	M. Azevedo &Co.
bg Carmen.....	202	June 6	P. de M'ca	J. Romagueira.
bgn Ant. Pomar.	116	,, 10	Paysandú..	J. M. Frias & Co.
pol JovenRosalia	161	,, 16	Mont'video	J. Romaguera.
bgn Elvira......	138	,, 17	Paysandú..	To order.
bgn Enrique....	181	,, 21	B. Ayres..	To order.
PORTUGUESE				
bgn Libertador..	175	Mar. 5	Rio Grande	Put in for repairs.
bgn Christina...	117	,, 26	Paysandú..	A. Wagner
bgn Fausto.....	200	,, 27	Salto......	Frias & Filho.
bgn G. de Castro	148	,, 29	Frey Bento	Alex. Wagner.
bk Oceania.....	257	April 2	Gualeguay.	J. M. Frias & Fº.
bgn Coriolano..	187	,, 3	Mont'video	Sza Irmão & Rocha
bgn Armando ..	180	,, 7	Mont'video	A. Wagner.
slp U. Hortense	150	,, 27	Fray Bento	A. Wagner.
bgn Dous Irm'os	207	,, 29	Paysandú..	J. M. Frias & Co
bgn Destino....	155	,, 29	Paysandú .	Ca. P'l. Ag'. e Ind'
bk Aliança.....	548	May 14	Oporto	Montº Braga& Filho
bk Ceres.......	324	,, 23	RosarioSFé	To order
shp Camões.....	574	,, 24	Oporto	Mendes d'Olvª & C.
bgn Ba. do Lago	207	,, 24	Fray Bento	Alexander Wagner
bkt Gil........	229	,, 26	Oporto	Aguiar & Iglesias
slp Montenegro.	134	,, 26	Mont'video	J. M. Frias & Co.
bg V. do Mond'	290	,, 27	Lisbon	Braga & Barbosa
bk Harmonia ..	413	June 1	Oporto	Mendes & Co.
bk A. Herculano.	410	,, 4	Lisbon ...	Braga & Barboza
bk Sultana......	459	,, 4	Oporto ...	Mendes d'Oliv'a&C
bg Sem Par....	232	,, 6	Mont'video	A Wagner
bg Julio........	183	,, 10	Concordia..	S. Romaguera & H.
bk Villa de Bellas	645	,, 14	Salt Island.	Braga & Barbosa.
sch Margarida..	125	,, 19	Mont'video	Bomfiglio & Valle.
slp Porto Alegre	120	,, 21	Iguape....	Reis Guia & Co.

BANKS AND PUBLIC COMPANIES

NAMES	CAPITAL	SHARES	ISSUED	VALUE	PAID UP	RESERVE FUND	LAST QUOTATION	LAST DIVIDEND	
								AM'T	PAID
BANKS									
Banco do Brazil.....................	33,000,000$	165,000	All	200$	All	9,447,527$864	275$000	10$000	Jan. 1880
Rural e Hypothecario..............	8,000,000	40,000	All	200	All	2,051,768 055	247 000	9 000	Jan. 1880
Commercial do Rio de Janeiro....	12,000,000	60,000	20,000	200	All	1,657,274 277	220 000	9 000	Jan. 1880
English (limited)...................	£ 1,000,000	50,000	All	£ 20	£ 10	£ 116,944,811	110 000	6 sh	Jan. 1880
Industrial e Mercantil.............	6,000,000	30,000	All	200	All	900,000$000	221 000	8$000	Jan. 1880
Mercantil de Santos...............	4,000,000	20,000	5,000	200	All	175,669 816	200 000	10 000	Jan. 1880
Banco Predial.......................	4,000,000	20,000	10,200	200	All	4,512 860	130 000	4 000	Jan. 1880
New London and Brazilian.......	£ 1,000,000	50,000	15,000	£ 20	£ 10	£ 80,000	—	3½ %	Dec. 1878
Banco do Commercio..............	12,000,000$	60,000	30,000	200	200$	302,848$701	199 000	9$000	Jan. 1880
RAILWAYS									
Petropolis..........................	1,000,000$	5,000	All	200$	All	34,783$400	170$000	15$000	Jan. 1880
Macahé e Campos...................	7,500,000	37,500	14,380	200	All	—	70 000		
Paulista.............................	15,000,000	75,000	All	200	All	—	230 000	10 %	Mar. 1880
Sorocabana	4,000,000	20,000	All	200	All	—	53 000		
Leopoldina..........................	2,400,000	12,000	All	200	All	—	215 000	7 000	July. 1879
Nictheroyense.......................	2,000,000	10,000	All	200	All	—	25 000		
Campos a S. Sebastião.............	600,000	3,300	All	200	All	—	Nom.		
S Paulo e Rio de Janeiro..........	15,000,000	75,000	40,000	200	All	—	200 000	7 %	Dec. 1878
União Valenciana..................	800,000	4,000	All	200	All	34,600$000	Nom	10 %	June. 1878
TRAMWAYS									
S. Christovão.......................	4,000,000$	20,000	16,500	200$	All	64,276$465	290$000	13 900	Jan. 1880
Botanical Garden...................	2,000,000	10,000	All	200	All	—	Nom.		
S. Paulo.............................	700,000	3,500	All	200	100$	—	Nom.		
Pernambuco	1,200,000	6,000	All	200	All	7,471 399	Nom	8 000	July. 1879
Pelotas..............................	540,000	2,700	All	200	All	—	Nom.		
S. Luiz do Maranhão...............	800,000	4,000	3,000	200	All	—	20$000		
Porto Alegre........................	1,200,000	6,000	All	200	100$	—	5 000		
Villa Izabel.........................	2,000,000	10,000	All	200	All	30,163 063	190 000	8 000	Jan. 1880
Montevideo..........................	2,000,000	10,000	7,000	200	All	2,800 000	Nom.		
Nictheroy...........................	1,200,000					—			
Bruxellas	1,200,000	6,000	All	200$	All	—	Nom		
Carris urbanos......................	5,400,000	27,000	All	200	All	—	198$500	8 500	Jan. 1880
TOLL ROADS									
Magé e Sapucaia....................	180,000	1,800	All	100	All	—	Nom		
NAVIGATION COMPANIES									
Brazileira de Navegação...........	4,000,000$	20,000	All	200$	All	96,467$753	200$000	10 000	Jan. 1880
Espirito Santo e Campos..........	600,000	3,000	All	200	160$	300,000 000	100 000	7 000	Dec. 1878
União Nictheroyense...............	200,000	1,000	912	200	110	—	Nom		
Ferry.................................	640,000	3,200	3,168	200	All	—	Nom		
Paulista	500,000	2,500	All	200	All	717 960	100 000	7 000	July. 1879
Amazon Steam Navigation........	£ 1,000,000	50,000	42,500	£ 20	All	£ 21,321,7s:4d	100$000	9 sh	Dec. 1877
Fluv. do Espirito Santo (Ceará)...	150,000	750	—	200	100$	—	106 000		
INSURANCE									
Fidelidade	8,000,000$	8,000	4,000	1,000$	125$	200,000$000	135$000	10 000	Jan. 1880
Argos Fluminense..................	3,000,000	3,000	All	1,000	250	300,000 000	400 000	25 000	Jan. 1880
Garantia.............................	2,500,000	2,500	All	1,000	100	156,500 000	125 000	6 000	Jan. 1880
Nova Permanente..................	800,000	800	All	1,000	250	162,660 621	400 000	20 000	Jan. 1880
Nova Regeneração..................	500,000	500	All	1,000	100	35,593 963	Nom.	6 000	Jan. 1880
Confiança............................	4,000,000	20,000	10,000	200	20	130,000 000	42$000	30 %	Jan. 1880
Integridade	8,000,000	40,000	20,000	200	50	250,000 000	57 000	2 000	Jan. 1880
Previdente...........................	5,000,000	50,000	25,000	100	10	122,690 173	10 500	1 000	Jan. 1880
Popular Fluminense...............	1,000,000	5,000	All	200	100	184,426 740	25 000	5 000	Dec. 1878
MARKETS									
Gloria	500,000$	2,500	All	209$	All	70,000$000	50$000	2 000	Jan. 1880
Harmonia............................	200,000	1,000	All	200	All	—	Nom.	3 000	Dec. 1876
Mercado Nictheroyense...........	300,000	3,000	All	100	100$	900 000	20 000	6 000	June. 1876
GAS COMPANIES									
Rio de Janeiro......................	£ 750,000	37,500	36,000	£ 20	All	—	260$000	£ 1	June. 1877
Nictheroy............................	£ 75,000	7,500	All	£ 10	All	—	50 000	2 %	Dec. 1878
MISCELLANEOUS									
Transportes Marit. de Sav........	600,000$	3,000	All	200$	All	96,544$531	Nom.	7$400	Jan. 1880
Bonds Maritimos....................	600,000	3,000	600	200	160$	—	Nom.	6 000	Jan. 1880
Docas de Pedro II..................	10,000,000	50,000	15,000	200	100	—	80$000	4 000	Jan. 1880
Brazil Industrial...................	1,000,000	5,000	All	200	All	—	55 000	55 000	
União Industrial....................	400,000	2,000	All	200	All	—	Nom.		
Florestal Paranaense...............	500,000	2,500	All	200	145$	—	—	2 000	
Melhoramentos de Santos.........	1,200.000	6,000	All	200	All	—	Nom		
Carroagens Fluminense...........	1,200,000	6,000	5,461	200	All	58,793 327	170$000	9 000	Jan. 1880
Commercio e Lavoura..............	3,000,000	12,500	7,500	200	100$	90,000 000	Nom.	6 000	Jan. 1880
Economia (lavanderia)............	400,000	4,000	All	100	All	—	1 000		
Associação Commercial...........	3,000,000	6,000	All	500	150$	—	25 000	80 %	Jan. 1880
Tritão Fluminense..................	800,000	4,000	All	200	40	—	Nom		
Minas de Caçapava................	800,000	16,000	All	50	All	—	3$000		
Architectonica......................	1,800,000	9,000	6,000	200	50$	—	Nom		
Petropolitana.......................	1,000,000	10.000	5,000	100	All	—	Nom		
Economica Auxiliar................	4,000,000	40,000	7,500	100	70$	—	Nom		
Indust. Flum. (kiosques)..........	400,000	8,000	4,400	50	All	37,866 000	68$000	7 000	Jan. 1880
Pastoril Agricola e Industrial.....	10,000,000	50,000	40,000	200	All	208,497 496	Nom.		

THE RIO THESPIANS.

This English amateur dramatic association gave, under the direction of Mr. R. K. Benjamin, two of their entertaining performances, at the Theatro S. Luiz, on Monday and Tuesday evenings, in aid of the British Educational Fund and the *Asylo dos Meninos Desvalidos*. The list of stewards embraced the names of many prominent Brazilians, Englishmen and Americans, and the first performance was honored by the presence of the Emperor and Empress.

The performance commenced with Morton's comedy, "On the Sly," in which Mr. Benjamin played the prosy part of *Dibbits* acceptably; Mr. Mathias made the most of *Major Growler*, and Mr. Markland rendered the character of *Mrs. Dibbits* as gracefully as could have been expected under the circumstances, but the movement was slow throughout and it was evident the young gentlemen did not enter into it with vim.

This was followed by some good music by the orchestra, when the curtain rose on "William Tell," by Henry J. Byron. This amusing musical burlesque, with new songs and music composed and arranged by Mr. Benjamin, elicited rounds of applause and kept the house in a good humor through all the five acts. Mr. S. Oliver made his first appearance as a member of the company, and rendered the part of *Albert Tell* with an easy, airy manner, not too much exaggerated, that elicited the commendation of the audience. Messrs. Mathias, Swanick, Fry, and Markland, acted most spiritedly in the characters of *Gesler*, *Sarnem*, *Tell*, and *Emma*, while Mr. Benjamin sustained the trying part of *Rosetta* with cleverness. A topical song by *Rosetta* might have been modified, as a matter of taste, out of consideration to the presence of the guests of the evening. Mr. Fitzhugh's absence was noted by the audience, but his clever administration was observed in the orderly movement and arrangement of everything in the manager's department.

The audience was composed, as usual, of the families of the English and American community, and left the theatre at the conclusion of the performances, pleased with an entertainment which is now an established institution among us.

[We go to press too early to notice the performance of Tuesday evening.—Ed.]

PROVINCIAL NOTES.

—Counterfeit 200$ notes are reported from various parts of Rio Grande do Sul.

—A popular demonstration at Porto Alegre on the evening of the 14th, brought out some 10,000 people.

—The Rio Grande papers are still complaining of the bad administration of the postoffice in that province.

—The docks at Rio Grande have cost thus far 1,100,000$, including interest on bonds, administration, etc.

—The *Liberdade*, of Pernambuco, has suspended publication. It was the official organ of the liberal party in that province.

—The customs receipts at the port of Santos in May were 401,391$595, including 1,714$718 deposited, and 36$ for the emancipation fund.

—The epidemic at Cangussú, Rio Grande do Sul, has subsided and the medical commission sent to the assistance of the town has returned to Porto Alegre.

—The receipts of the São Paulo postoffice in May were 21,734$300, expenditures 15,497$855. Balance in favor of the provincial postal department, 6,236$445.

—The managers of the Santos railway line gave an entertainment to the employees of that road at the São Paulo Hypodrome on the evening of the 19th inst.

—The province of Rio Grande do Sul imposes a tax of 500$ on every slave brought into the province for sale, and 250$ on every slave sold for export or exported for sale.

—The public debt of the province of Rio Grande do Sul on the 31st of December last was 2,593,287$767. Of this sum 2,077,148$949 draws 6 per cent., and 439,317$ draws 7 per cent. interest.

—The Barbacena station contractor, Cesar Paratico, after receiving the amount of his contract, suddenly disappeared. His many creditors in Barbacena feel somewhat concerned about his safety.

—The Commercial Association of Pelotas, Rio Grande do Sul, has petitioned the government against the annulment of the present free coasting trade laws.

—The Commercial Association of Porto Alegre, Rio Grande do Sul, has addressed a protest to the General Assembly against the repeal of the existing laws which permit foreign vessels to engage in the coasting trade.

—Late mail advices from the province of Paraná report that the Indians are making inroads into the settlements on the Rio Negro. Unlike ordinary savages these Indians have a taste for money, and have therefore taken to highway robbery.

—Porto Alegre is undergoing an infliction of new street numbers at a cost to the house owners of 1$700 to each number.

—Some bright young fellows near Campinas, while celebrating the day of their patron saint S. Antonio with fireworks, left a bottle of powder near a bonfire. They are now extracting pieces of glass from their bruized bodies.

—The slave Bernardino, tried for the murder of the German, Schroeder, at Campinas, some months since, was condemned to 12 years' imprisonment with hard labor. This sentence was afterwards commuted to 3 years' imprisonment in irons fastened to the neck.

—The provincial budget of Rio Grande do Sul estimates the receipts of that province during the year 1880-81 at 2,279,400$ and the expenditures at 2,328,228$188. This leaves a deficit of 48,828$188 which the provincial president is authorized to meet by a loan.

—The city council of Santos, on the 17th inst., entered into a contract with Thomaz Antonio de Azevedo for the construction of a temporary market. The amount appropriated is 10,400$, and the work must be completed in four months from the signing of the contract.

—The *Actualidade* of Ouro Preto, Minas Geraes, of the 16th inst., mentions the arrest in various parts of that province of thirty men accused of murder or attempt to murder. Thirteen of them were Italians who together killed two men at S. José do Pucú on the 5th and 6th ult.

—Francisco Antonio de Padua killed his brother Antonio Francisco, at Bananal, S. Paulo, on the evening of the 4th inst. The deed was committed with a knife on the public road and in presence of the assassin's wife. This is the third fratricide in that locality with a space of two years.

—A civil marriage recently took place in Maranhão between a Danish subject and a Brazilian lady. The couple applied to the ecclesiastical authorities for the usual dispensation. Difficulties arising and as the church men were over-scrupulous about the matter, the couple went before the British consul and were married.

—The Porto Alegre "Florida water" manafacturers, Leão & Alves, have asked the provincial assembly of Rio Grande do Sul to grant them exemption from the 25 per cent. impost on rum used in the manufacture of perfumery. The high tariff on the imported Florida water does not seem to be sufficient protection.

—A miraculous sweating monument has been discovered in the municipal cemetery of Rio Claro. Of course, miraculous cures have been effected by the water from it and the easily-deceived miracle worshippers are busily employed in collecting the precious liquid. It is said to be specially efficacious in cases of rheumatism. The miracle will probably disappear with a change of temperature.

—A horrible assassination took place at Santa Isabel do Rio Preto on the night of the 11th inst. As Francisco Antonio Martins was returning to his fazenda, he was attacked by a party of his own slaves just as he dismounted to open a gate. The blacks had fastened the gate purposely and were awaiting him in ambush. They attacked him with hoes and scythes, killing him instantly and horribly mutilating his body.

RAILROAD NOTES.

—The receipts of the "Nictheroy a Campos" railway in May were 19,141$630.

—The gross earnings of 36 American railways, with a total extension of 23,419 miles, during the first four months of the present year, were $54,568,585—an increase of 25 per cent. over the same period of last year.

—The inauguration of the railway station at Barbacena, Minas, on the Dom Pedro II line, will take place on the 27th inst. The line will then have been opened about one month, waiting for the attendance of the Emperor to formally inaugurate it.

—A meeting of the shareholders of the Sorocabana railway company was held in this city on the morning of the 21st inst. After a brief discussion it was resolved to elect a commission to examine the company's books and to prepare a report on them.

—Dr. Francisco Picanço, one of the editors of the *Revista da Engenharia*, has been appointed resident engineer of the Baturité railway. The *Revista* will remain under the editorial charge of Dr. José Americo dos Santos, under whose intelligent management it has made such gratifying progress thus far.

—The published returns of the "Bahia ao S. Francisco" railway for April show that the total receipts of the road were 31,825$820 and the expenditures 38,706$210, leaving a deficit of 6,880$390. The number of first-class passengers carried was 998½, second-class 4,465½. The freight traffic included 330 tons of sugar and 131 tons of tobacco.

THE RIO NEWS

Published three times a month for the American and European mails.

In entering upon the second year of their publication of this journal, the publishers beg leave to call the attention of the English-speaking residents of Brazil, and all persons interested in the trade of that country, to the results which they have already accomplished. In the brief space of time since their assuming charge of this journal, they have succeeded in making it an authority in commercial matters, and a reliable exponent of the events and tendencies of Brazilian political and social life upon which the security of commercial and financial investments so intimately depend.

For the coming year the same course will be preserved, together with such improvements as it may be possible to make from time to time in the commercial department. No efforts will be spared to secure the earliest and most reliable information on all matters affecting Brazilian trade. The market reports will be prepared by experts whose sources of information will enable them to give in the briefest possible space an exact epitomé of the market.

In its treatment of current events the News will seek only to give an exact idea of the acts and tendencies of the government and people in order that business men may be enabled to know the prospective risks of their investments.

TERMS:

One year's subscription..... 20$000
English and American subscriptions..... £2 and $10
Advertisements, 15$ per inch per quarter.
Business cards, ½ inch, 10$ per quarter.

All subscriptions should run with the calendar year.

BUSINESS OFFICE AND EDITORIAL ROOMS:—8 Rua São Pedro.

POST-OFFICE ADDRESS:—Caixa no Correio, Nº 722